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BANK-NOTE FORGERS AND COINERS.

At the Mixed Court at Shanghai on the 16th June, before the magistrate, Mr. Weng and the British assessor, Mr. Mayers, three Ningpo men were charged with forging a number of \$5 bank notes, the facsimile of the Imperial Bank of China, notes, thereby defrauding the Bank and the public, also with being in the possession of machinery and plant for their manufacture. Deputy Captain Superintendent Mackenzie presided on behalf of the police, Mr. A. W. Maitland, acting Chief Manager of the Imperial Bank of China, stated that on the 10th inst. two notes were handed into the Bank which were forgeries. He communicated with Detective Inspector Armstrong. On the 14th inst. four more of the forged notes were presented at the Bank and the men were subsequently arrested. Detective Inspector Armstrong said he arrested the prisoners on the 14th. For some time he had had his eye on the chief prisoner's movements and noticed that he was continually changing his abode, and upon examination of each of the vacated places he had always discovered traces of burnt parchment and occasionally marks of red and brown ink. On the 14th inst. he arrested this prisoner in the Amoy Road, and in taking him to the station prisoner tried to give a purse to another man, who was at once arrested. The purse was afterwards found to contain a forged facsimile of the \$5 notes in question. The first-named prisoner gave information at the police station as to the whereabouts of an accomplice, and he (Armstrong) and Detective Gilliland, upon searching the accomplice's premises in Seward Road, found in some bedding the wooden stamp used for stamping the Bank Manager's name on the notes, also about 20 of the notes hidden in the roof of the garret. He arrested the accomplice, 18 notes ready for circulation and 200 in notes ready for production were shown to the Court, as well as the machinery. Four of the notes are still in circulation. After examination of the prisoners by the Magistrate, the prisoner to whom the purse had been passed was discharged for want of sufficient proof of complicity. The other two admitted their guilt and were each sentenced to 10 years imprisonment.

The Assessor highly complimented Detective Inspector Armstrong and Detective J. Gilliland upon the excellent manner in which they had effected the arrest, and requested Deputy Captain Superintendent Mackenzie to bring the fact to the notice of Captain Pattison.

Three Ningpo men and a Ningpo woman were charged with being in possession of and putting in circulation, thereby defrauding the public, also with being in possession of dies for the purpose of manufacturing the said coins. The discovery of these "smashers" was made by Constable Lynch, who while in the performance of the special duty of tax collecting, called at No. 370, Broadway on the 14th inst., and failing to obtain admission, forced the door open and there found a quantity of coins on the floor and the dies for their production. The woman and one of the men were discharged for want of evidence against them but the other two were each sentenced to five years imprisonment.—N. C. Daily News.

YOKOHAMA LETTER.

[FROM OUR OWN CORRESPONDENT.]

YOKOHAMA, June 21, 1899.

The progress of time has wrought a change in boys' ambition, and their one idea now appears to tend toward stoning and shooting at passing trains, and sometimes trying to wreck them. This predilection is apparent both in Japan and in England. These youngsters have on several occasions quite recently stoned passing trains at Kanagawa, and at Oiso and other places along the Tokaido railway, and I had hoped that when the police caught them exemplary sentences would be meted out to the young rascals. I hear, however, that a few days ago some of them were caught in the act by the police, but were released with a reprimand. On the 30th ult. a boy ten years of age was caught stoning a train between Kanagawa and Tsurumi, but before being treated he succeeded in breaking one of the carriage windows. He is to be sent to a Penitentiary.

In one of my previous letters I mentioned that there was some speculation as to whether the pari-mutuel would have to be discontinued after the revised treaties came into operation, and the subject is still unsettled. In this connection, however, a vernacular journal says that certain members of the Race Club have approached the Governor of Kanagawa and the Home Minister to ascertain the views of the authorities on the subject. The question was brought up for consideration at the recent meeting of Superintendents of Local Police, but no decision has yet been given. The Home and Judicial Departments will shortly decide the matter, and the general tendency of official opinion appears to be in favour of allowing the practice to continue.

The Minister of Justice the other day made some remarks about the prison system in Japan, at a meeting of the Kangoku Kyokai (Prison Association). After speaking of the services the association had rendered to the prison system of the country, he went on to speak of the law, and said that foreign lawyers, seeing the manner in which Japanese lawyers studied foreign laws, were at one time inclined to say that Japanese lawyers followed foreign judicial systems, at a moment without cultivating the power to digest them or transfer their native quality into the general fabric of the body politic, but all that was now happily changed. Prison matters he said were an important relation to all questions pertaining to administration of government, education, religion and political economy. By the efforts of experts Japan had developed in this respect to such an extent that, compared with the condition of the country twenty years ago, it was like a different land. When compared with the system obtaining in European countries, however, the same result was experienced as when looking back twenty years at the condition of Japan. In prison affairs he thought they had stuck too much to theory, and that the criticisms of foreign jurists might be justly applied in this instance. He did not think that any satisfactory progress had been made in the prisons, although they had undergone certain developments during the last seven or eight years. In conclusion the speaker hoped the association would make further efforts to promote the status of Japanese prisons. An foreigner resident in Japan will hardly reach that hope.

Perhaps it would interest you to know the number of foreign residents in Yokohama. According to the Official Gazette, there were 5500 foreigners in Yokohama at the end of 1898, and 5212 in 1897. Of this number 1200 were British, 280 Dutch, 32 American, 1200 German, 1000 Italian, 1000 French, 1000 Spanish, 1000 Portuguese, 1000 Danish, 1000 Belgian, 1000 Hawaiian, and 30 Scandinavian. The male members of the population numbered 3,831.

94 Swiss, 46 Portuguese, 31 Danish, 41 Spanish, 7 Belgian, 21 Hawaiian, and 30 Scandinavian. The male members of the population numbered 3,831.

One hears an amusing story every now and then of the officials Japanese being "done" by a foreigner. A foreign cyclist, the other day, in passing through Japanese town, knocked down a native woman and very slightly injured her. Of course a crowd quickly gathered round, and equally of course a policeman put in an appearance. The latter, after hearing what both parties had to say, produced his note-book and politely requested the cyclist to inscribe his name and address therein; the cyclist readily complied by inserting some hieroglyphics in the note-book, and the guardian of the peace was perfectly satisfied. He and the foreigner politely wished each other good-day, and the policeman informed the woman that she could rest satisfied, her case would be attended to in due course. He then told the crowd to disperse, which they did—and so did the foreigner.

When he returned to the Police Station this astute constable reported the affair to his superiors, and produced the note-book and what he thought was the foreigner's name and address; but, alas for his self-satisfaction, that inscription has all round the police department, and no suggestion can be offered by anyone as to what it means. This proceeding shows the absurdity of a policeman interfering in such trivial matters. The Japanese town is so crowded, and the natives are so extremely careless in their movements, that it is not at all surprising one of them is occasionally knocked down by a cyclist; but the policeman must not matter alone in the case. If he catches the foreigner would, without doubt, have paid the woman ample compensation for the slight injury she received, and thus the matter would have been settled to the satisfaction of all parties concerned. But no, the ordinary Japanese policeman must interfere when he is not required, and when he ought to interfere he takes no notice.

For instance, there was a case in Osaka a few days ago, where Mr. and Mrs. Barrens, with Mr. and Mrs. Wasiloff, got into trouble with their Japanese son. They paid off one coolie because he was intoxicated, and he immediately began to abuse Mr. Barrens, who, being greatly provoked, struck him a slight blow. A policeman, who had been looking on unconcernedly until this occurred, then interfered and demanded Mr. Barrens' name and address, but the son, who is established opposite Hakodate. The Bishop of Hakodate, who is a native of the island, would seem to be a native of the island, and he is established opposite Hakodate. The Bishop of Hakodate, who is a native of the island, would seem to be a native of the island, and he is established opposite Hakodate.

It appears that the vernacular papers from which I obtained the information contained in my last letter were somewhat in error in some of their details of the recuses of the La Trappe. The Bishop of Hakodate, who is a native of the island, would seem to be a native of the island, and he is established opposite Hakodate. The Bishop of Hakodate, who is a native of the island, would seem to be a native of the island, and he is established opposite Hakodate.

A COLLAPSED FILIBUSTERING EXPEDITION.

CONSUL WILDMAN DESERVES CREDIT FOR WATCHFULNESS.

Despite the numerous failures of the enterprising members of the Filipino Junta to equip and dispatch expeditions to the islands under various guises, yet they do not learn to do better, and most of their manoeuvres are engineered in so clumsy a manner that they result in failure.

The most recent attempt to open communication with the insurgents under the guise of a bona fide mining expedition was made about three weeks ago and has hitherto, for diplomatic reasons, not reached the general public.

On the arrival of Captain John T. Willoughby, mining expert on the look-out for any opening, several very genuine people sought his acquaintance; one of them had been in West Australia and readily identified himself into his confidence. Maps of Luzon were produced, and the hands of Consul Wildman, who had his eyes on the outfit from the beginning, it was proposed to the Captain that a steam launch be chartered, the *Kiku Ono* being a Tak-han, an almond-eyed Mongolian, who whether engaged in trading or in mercantile pursuits, always keeps his weather eye open for the main chance. Necessary mining tools were to be procured, provisions and all other expenses to be defrayed by them and the possible profits to be divided in equal shares, the party to consist of four. A quartermaster of the steamer *Zurik*, named G. A. Short, was induced to leave his ship in order to navigate the launch, allured by promises of immediate and future golden showers.

The Captain, although not a visionary, deemed the prospect of locating a rich placer so probable that he was ready to accept the offer. However, proceedings were delayed. Becoming tired of the "manana" business, he demanded an immediate start. Then the cat came out of the bag. He was requested to visit the Hongkong agent of the Junta, Sr. Apacible. On refusal, he was told that a few passengers might be taken along as a guarantee for future safe-arrival landing near Benguet. Benguet is a small town in the province of Union, lying north of Dagupan. Mr. Willoughby, who had spent many happy years and made many friends, lost his temper so sorely tried by continuous waiting and told the gang to go to Jericho. Reporting the matter to Consul Wildman, he was most gently treated and informed that the Government was cognizant of the contemplated filibustering move, and that the launch, which was to have been used for a filibustering expedition, would never have been allowed to leave the harbour. Captain Willoughby's heart is with the Filipinos, blue and brown, and he is going on to act as correspondent, denouncing the filibustering. Manila Times.

RECOMMENDED TO OUR LEGISLATIVE COUNCIL.

The North Dakota Senate has passed a bill requiring all applicants for marriage licenses to be previously examined by a board of physicians as to their mental and physical fitness for the marriage state. The certificate must show that they are free from hereditary diseases with special reference to insanity and tuberculous. The idea is to insure that the children born of future marriages shall be sound both mentally and physically. Legislation of this kind is interesting, but that is about all that can be said for it, for there is nothing to hinder the contracting parties from going over the border into adjoining States to have the ceremony performed.

MANILA AS A MARKET.

Mr. Oscar S. Williams, the late United States consul in Manila, writes that in response to numerous inquiries from United States manufacturers, he has had a representative firm of importers prepare a statement and furnish samples of goods most in demand in the Philippines, and this detailed report occupies some six pages of his report. Manila is a consumer of a large quantity of fancy cotton articles, and the low quality of white shirtings which were formerly imported from Spain might well undergo a change in favor of better material, and less finish. There is naturally not much use for flannel wool and heavy wool, light woollens, trousers, etc., some light black cloth and scarlet woollen blankets are readily sold. In woollen as well as in silk goods, black is the favorite colour. There is a market for certain lines of light and heavy linen. Manila is a large consumer of kerosene, and the Russian article competes with the American. Well-known trademarks are worth a great deal in the Philippine trade. Articles of great importance are iron, steel, galvanized iron, etc. Bar iron commands a considerable sale, the commission house who furnished the report selling 137,500 pounds per month. Galvanized iron is of great importance. Satisfactory results of things when subjected to earthquakes have resulted in houses being very generally covered with galvanized iron. Trademarks should be painted on each sheet. Great care should be used in packing as a considerable rebate has to be allowed for goods stained by sea water. Other articles of large consumption are tin plate, wire nails, wire, ropes, zinc sheathing, yellow metal, etc.

The exports have also been greater than the imports and therefore the tendency of exchange is to rise continually, and money becomes scarce and scarce. In 1897 the Spanish Government minted Philippine dollars in Spain, and they contained about ten per cent less silver than the Mexican dollars, and the public tried to take them at their face value. It is believed that these light dollars are still in the country. The half dollars or twenty cent pieces which the government minted never came to the full value of the Mexican currency.

TROUBLE IN CUBA.

The efforts towards annexing Cuba, though they are taking no definite shape, are beginning to occasion comment. A long statement is published by Mr. Welsh, an American planter, who declares that General Gomez, not General Rooke, is the actual Governor of Cuba; that projected, and that the situation is as bad as it was under the Spaniards. So strained is the Cuban situation that the New York Tribune heads a leading article, "Crisis in Cuba." The trouble arises ostensibly from a conflict over the distribution of the \$3,000,000, granted, perhaps needlessly, by the United States to induce the so-called Cuban army to disband. The Cuban patriots who omitted to do any fighting want a share of these millions. They have succeeded in delaying the distribution, in bringing about an open collision between Gomez and General Rooke, and in prompting anarchy throughout the interior of the island.

A HINT FOR OUR CHINESE GAMBLERS.

Among the battered folsam and jelsam that has accumulated in a second-hand store not a great distance from Jackson Square, says the New Orleans Times-Democrat, is a shabby round table with a curious secret, and no doubt a still more curious history. The top, once covered with green billiard cloth, which was torn to shreds, and discloses a steel plate set in the centre, and perhaps ten inches square. The whole top is loose and can be removed, revealing an interior space containing a horseshoe magnet wound with wire and connected with an armature very much like that of an ordinary telegraphic instrument. A close examination shows an insulated wire running down one of the legs to a small knob or button protruding on the outside. Whether the top is in place the steel plate directly over the magnet. This strange device is explained clearly enough by its owner, "It is a dice table," he said, "and it is a lot of money has been won. When it was in order there was a good-sized battery inside, connected with the magnet. When the knob on the legs was pressed the current was turned on, and that made the steel plate move. The dice they used with it had small metal disks on one face and as long as the current was on they naturally fell that side down. When the knob was released they would fall any way they chanced to come, so all that was necessary for the operator to do was to keep his knee on the button and he could absolutely control his play."

A QUANT OLD JAPANESE CLOCK.

Mr. and Mrs. Joseph Winterbotham, of Chicago, in their travels in Japan, last year, came across the clock described below in a small village remote from the coast and in the cities usually frequented by travellers. The clock is driven, not by springs, but by means of weights. Its operating mechanism is not essentially different from the ordinary European clock; but the method of indicating the time is certainly unusual. Instead of two hands which travel around a dial, the clock employs a finger or indicator, which is attached to the weights, and which projects through a long slit in the casing. As the weight descends, the finger likewise descends, and indicates the time as it passes over the vertical scale on which the divisions of time are inscribed. Japanese characters. These divisions are subdivided by means of an auxiliary scale, over which the indicator also travels. Apart from this curious method of indicating the time of day, the clock is remarkable for its excellent workmanship, its beautiful ebony case, its ornate wheels, and its polished brass frame. It is a fine specimen of the art of clock-making, and its appearance is a credit to the Japanese. It is a fine specimen of the art of clock-making, and its appearance is a credit to the Japanese. It is a fine specimen of the art of clock-making, and its appearance is a credit to the Japanese.

AMERICAN VIEW OF THE ENGLISH CHARACTER.

Mr. Julian Ralph contributes a racy paper to *Harper's* for March on "English Characteristics." He begins with a concise summary of his impressions. He says: "To Americans who have lived in England the most striking and peculiar characteristics of the English people are their affection for their sovereign, their unwavering respect for caste and all monarchical institutions, their love of nature, animals and flowers, their regard for individual liberty, the precision with which they choose their words in speaking, and their rock-ribbed conservatism and confidence in whatever is English, which is surely dropping them behind in the commercial competition which has sprung up between them and the Germans, the Americans, and the Japanese. If I add to these the pride and comfort they take in their homes, and their excessive fondness for outdoor sports and for water, except as a beverage, it seems to me I have summed up their main traits as they appear to a stranger who studies them long enough to understand them."

To begin an analysis of their mental makeup, I have said that they always put their worst foot forward. The best houses in London—those that are most palatial within—have the dullest exteriors, and reach away in blocks of plain, box-shaped, soot-grained, factory-like buildings. Englishmen nearly always make the worst impression when they are adding to their acquaintances, and the kindest of them seem rude when they are addressed by strangers, or when either their rights, their liberties, or their comforts are in the slightest degree encroached upon. They go about doing themselves in justice. This proceeds, either from awkwardness, shyness, or confidence in themselves. They are slower minded than we; slower in every way—more deliberate, more patient, more given to reflection, to procrastination, and to taking their ease in every way.

At first the American visitor waxes impatient. But gradually he becomes grateful for the calm and peace and restfulness the English carry about with them like an atmosphere.

He finds the island a paradise for horses, thanks to good roads and incessant feeding. The English seems to me well-nigh perpetual. And so it is with the people generally. Tea in bed, then breakfast, lunch, afternoon dinner, and late supper before retiring are of their meals, four of which are regular and habitual, with all classes. The mechanic and the labourer stop work for a drink or a bite and a smoke at mid-morning and mid-afternoon. The enervating climate accounts for this, and for the drinking habits of the people. For three months after my arrival in London I could not get warm.

At last a banker told him to take a glass of spirits every afternoon and evening. "It is impossible to live in this climate without stimulants." The drunkenness of the poor is to be traced to the same cause.

Custo he finds everywhere, ingrained even in those who profess to repudiate it. How then, it may be asked, do Americans like to live in England? The answer is instructive: "One other thing all Americans who are there cannot help enjoying. It is this; that in the freest most liberally governed of foreign lands they find their own freedom even greater than that of their English neighbours. Only his own circle and the ones beneath it are open to an Englishman, but every circle welcomes an American who is able to grace it. An Englishman in London must be particular where and how he lives; but an American may inhabit a cottage in a poor neighbourhood without damaging his social standing. He may dress as he pleases, he may even dress in a trace of Bohemianism in his entertainments, if he prefers it, or is blind to it. His mistakes are excused, and his eccentricities are credited, with kindly forbearance, to his nationality, often to himself. Several times I have known an Englishman on the easiest terms in America, and in cases to drop his affability and his careful manner when another Englishman has entered the circle and been introduced to him. Americans having no rank, are of every rank of England; but an Englishman must know all about a fellow-countryman's position, before he feels it safe to be at ease with him."

SHIPPING REPORTS.

Captain Thomson, of the steamer *Benvenuto*, from Singapore, reports: Fine weather throughout.

Captain Moore, of the steamer *Chingtu*, from Foochow, reports: Light airs, fine and clear.

Captain Calder, of the steamer *Mongkut*, from Newchwang and Chefoo, reports: From Chefoo to Turnabout, strong S.W. wind and rain; thence to port moderate S.W. wind and fine weather.

Captain Jameson, of the steamer *Chi Yuen*, from Shanghai, reports: Leaving Shanghai had moderate to fresh S.W. monsoon, with dull, heavy, overcast weather with big sea and dark, heavy, driving, scud from the westward, and thence to port, light S.W. monsoon and smooth sea.

Captain Hodgins, of the steamer *Haiching*, from Tamsui via Coast Ports, reports: Moderate to fresh southerly and westerly winds throughout with clear weather. Steamers in Swatow: *Hanchow*, *Whampoa*, *Canton*, *Sabine-Rickmers*, *Yung Ching* and *Pakolan*.

NOTANDA.

CALENDAR.

JUNE.

Meteorological means based on fifteen years' observations to 1898.

Barometer.....29.764

Thermometer.....82.0

Humidity.....73.0

Rainfall.....16.496

TO-DAY.

WEATHER REPORT.

On date at Hongkong.

Barometer.....29.80

Temperature.....85

Humidity.....73

Rainfall.....0.38

TO-DAY.

Wednesday, 21st June, 1899.

Chinese—12th of 5th moon of 25th year of Kangung.

Sun—Rises.....6h. 45min.

Set.....6h. 45min.

High water—Morning.....6h. 45min.

Afternoon.....6h. 45min.

Low water—Morning.....6h. 45min.

Afternoon.....6h. 45min.

ANNIVERSARIES.

1866—Melara captured by Garibaldi.

1870—Mastomaci's death.

1895—Opening of the Erie and Baltic Canal.

1898—Austro-Hungarian acquire the concession of mining and necessary railways in the province of Szechuan.

1898—The launch of the *HMS Albion* at Portsmouth.

TO-MORROW.

Thursday, 22nd June, 1899.

Chinese—13th of 5th moon of 25th year of Kangung.

Sun—Rises.....6h. 45min.

Set.....6h. 45min.

High water—Morning.....6h. 45min.

Afternoon.....6h. 45min.

Low water—Morning.....6h. 45min.

Afternoon.....6h. 45min.

ANNIVERSARIES.

1840—Canton blockaded by the British.

1855—Serious damage caused by excessive rain in Hongkong.

1893—Loss of H.M.S. *Victoria* with 351 lives.

1897—Celebration of the Diamond Jubilee of H. M. Queen Victoria.

1898—American flag hoisted on the Island of Guam—American troops land at Agaña, under fire from Spanish fleet.

AGENDA.

TO-MORROW.

Un. Loong murder case at Police Court.

FRIDAY, 23rd.

English mail due.

to adj.—Mutual Stores case at the Supreme Court.

SATURDAY, 24th.

Noon—Mail leaves for Europe.

SHIPPING AND MAIL NEWS.

MAILS DUE.

Tacoma (Columbia) to-morrow.

English (Ballinacree) 23rd inst.

American (Gaelic) 23rd inst.

Tacoma (Victoria) 25th inst.

American (Boyer) 25th inst.

American (Hongkong Maru) 29th inst.

American (China) 29th inst.

Canadian (Empress of Japan) 10th prox.

The O. & S. S. Co.'s steamer *Gaelic*, with mails &c. left Shanghai for this port yesterday and is expected to arrive here on the 27th inst.

The O. & S. S. Co.'s steamer *Hongkong Maru* with mails left Yokohama for this port via Inland Sea, Kobe, Nagasaki and Shanghai, on the 21st inst.

The Canadian Pacific Railway Company's R.M.S. *Empress of Japan* left Vancouver on Monday afternoon the 19th inst. for Hongkong, via usual ports.

HONGKONG AND WHAMPOA DOCK RETURNS.

Isla de Cuba.....at Kowloon Dock.

Isla de Luzon....." "

Holha....." "

Goirech....." "

D. Juan d' Austria.....Cosmopolitan.

Hugh....." "

PASSED THE CANAL.

Outward—18th May—*Danastad*, *Nector*, 19th May—*Norfolk*, *Deacon*, *Sedra*, 23rd May—*Calcutta*, *Buenos*, 11 June—*May—Dardanelles*, *Merionethshire*, *Ellen Rickmers*, 30th May—*Adriatic*, 6th June—*Bayern*, *Manila*, *Silica*, *Oliva Branch*, *Homeward*—13th June—*Sarpedon*.

SWATOW WEEKLY SHIPPING REPORT.

(17th June, 1899.)

ARRIVALS.

Date. Vessel. Where from. Agents.

June 12 *Jailong*.....Hongkong.....J. M. & Co.

12 *Maadun Maru*.....Hongkong.....J. M. & Co.

12 *Tientsin*.....W. & Kiang.....B. & S.

12 *Fookang*.....".....J. M. & Co.

12 *Fookang*.....Hongkong.....".....J. M. & Co.

12 *Wingang*.....Shanghai.....".....J. M. & Co.

12 *Hainan*.....Amoy.....".....J. M. & Co.

12 *Thales*.....Hongkong.....".....J. M. & Co.

12 *Leok*.....".....B. & S.

12 *Taitan*.....Amoy.....J. M. & Co.

12 *Shanghai*.....Shanghai.....J. M. & Co.

12 *Yungching*.....Shanghai.....C.M.S.N. Co.

12 *Kwaiyang*.....Hongkong.....B. & S.

12 *Bellerophon*.....Amoy.....".....B. & S.

DEPARTURES.

Date. Vessel. Destination. Agents.

June 11 *Taitan*.....Shanghai.....J. M. & Co.

11 *Sidra*.....Saigon.....".....J. M. & Co.

11 *Taitan*.....Hongkong & Canton.....B. & S.

11 *Jailong*.....Amoy.....J. M. & Co.

11 *Maadun Maru*.....Hongkong.....J. M. & Co.

11 *Ningyang*.....".....J. M. & Co.

11 *Hainan*.....Hongkong.....".....J. M. & Co.

11 *Salvador*.....Amoy Shai.....C.M.S.N. Co.

11 *Formosa*.....Hongkong.....J. M. & Co.

11 *Thales*.....Amoy.....".....J. M. & Co.

11 *Wingang*.....Canton.....B. & S.

11 *Hainan*.....Hongkong.....J. M. & Co.

11 *Leok*.....Bangkok.....J. M. & Co.

11 *Kwaiyang*.....Canton & Tsin.....".....J. M. & Co.

11 *Shanghai*.....Hongkong & Canton.....".....J. M. & Co.

11 *Bellerophon*.....Shanghai.....".....J. M. & Co.

SHIPPING IN PORT.

Date. Vessel. Where from. Agents.

June 12 *Tientsin*.....W. & Kiang.....B. & S.

12 *Yungching*.....Shanghai.....C.M.S.N. Co.

Shipping.

Arrivals.

NANYANG, German steamer, 983, Th. Lehmann, 20th June—Amoy 19th June, General.

FAUSANG, British steamer, 1140, Mitchell, 20th June—Möji 17th June, Cold.

Jardine, Matheson & Co., 1459, S. W. 21st June—Foghorn, 19th June.

Tea—Butterfield & Swire, 21st June—Singapore 15th June, General.

Doddwell & Co., 21st June—Newchwang 14th June, and Chefoo 14th, General—Wo Fat.

HOPEWELL, British steamer, 1398, James Riley, 21st June—Shanghai 17th June, General—Butterfield & Swire.

RIOTUN MARU, Japanese steamer, 4792, JAV. Edistane, 21st June—Möji 18th June, General.

General—Nippon Yusen Kaisha, 21st June—Singapore 15th June, General.

SUMIDAGAWA MARU, Japanese steamer, 460, S. Namal, 21st June—Batavia 18th June, and Swatow 20th, General—Mitsui Bussan Kaisha.

CHIN YUEN, Chinese steamer, 174, W. M. Jameson, 21st June—Shanghai 17th June, General—C. M. S. N. Co.

BERVOYICH, British steamer, 2154, Thompson, 21st June—London via Singapore 15th June, General—Olsen, Lyngby & Co.

ROBERT, British steamer, 1099, C. C. Talbot, 21st June—Yokohama 18th June, General—P. & O. S. N. Co.

HAGIYU, British steamer, 120, 21st June—Amoy 18th June, General—Douglas, Laing & Co.

Oslo, Norwegian steamer, 778, Ch. Pederson, 21st June—Saigon 16th June, Rice.

MAJESTIC, British steamer, 1888, H. N. Vigneres, 21st June—London and Singapore 15th June, General—Shewan, Tomes & Co.

Cleaners at the Harbour Office.

China, German str., for Saigon.

Kang Pak, British str., for Wuchow.

Mongkut, British str., for Canton.

Hongkong, British str., for Singapore.

Eveham, German str., for Shanghai.

Chiyen, Chinese str., for Canton.

Kongman, British str., for Canton.

Chingtu, British str., for Sydney.

Michael Jobert, German str., for Vladivostok.

Departures.

June 20 *Pharos*, British sloop, for Singapore.

June 21 *Sachsen*, German str., for Europe.

June 21 *Triton*, German str., for Saigon.

June 21 *Chili*, British str., for Hilo.

Announcements.

NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP COMPANY.)



PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
YAWATA MARU	NAGASAKI, KOBE and YOKO-	TO-MORROW, 22nd June, at
A. E. Moses	YAMA	4 P.M.
TOSA MARU	YOKOHAMA (DIRECT)	FRIDAY, 23rd June, at
P. Goring		4 P.M.
HAJATA MARU	MARSEILLES, LONDON & ANT-	THURSDAY, 29th June, at
F. E. Sommer	WERP VIA SINGAPORE, PENANG,	4 P.M.
	COLOMBO and PORT SAID.	
RIOTUN MARU	SEATTLE, (WASH. U.S.A.) VIA	THURSDAY, 29th June, at
J. W. Ekstrand	Kobe, Yokohama & Victoria, B.C.	4 P.M.
FUTAMI MARU	THURSDAY ISLAND, TOWNS,	FRIDAY, 30th June, at
C. Hillcoat	VILLE, BRISBANE, SYDNEY	4 P.M.
	and MELBOURNE.	
HAKUAI MARU	VIA VOSTOK, VIA SWATOW,	THURSDAY, 6th July, at
M. Nishimura	AMOI, SHANGHAI, CHEFOO, CHE-	Noon.
	MUPO and YOKOHAMA.	
YAMAGUCHI MARU	Kobe and YOKOHAMA	THURSDAY, 6th July, at
R. Nishimura		4 P.M.

For further information as to Freight, Passage, Sailings &c., apply at the Company's Local Branch Office at No. 7, Praya Central.

A. S. MIHARA,
Manager.

Hongkong, 19th June, 1899.

NAVIGAZIONE GENERALE ITALIANA
(Florio and Rubattino United Companies.)

STEAM FOR
SINGAPORE, PENANG, BOMBAY, ADEN, SUEZ, PORT SAID, NAPLES,
LEGHORN and GENOA.
(DIRECT WITHOUT TRANSSHIPMENT.)
Having connexion with the Company's Mail Steamers to VENICE, TRIESTE, ODESSA,
NEW YORK, all MEDITERRANEAN, ADRIATIC, LEVANTINE,
NORTH and SOUTH AMERICAN PORTS up to CALLAO,
AND
Taking Cargo at through rates to PERSIAN GULF and BAGDAD, also BARCELONA,
VALENZA, ALICANTE, ALMERIA and MALAGA.

PROPOSED SAILINGS FROM HONGKONG.

*RAFFAELLE RUBATTINO Saporiti 8th July.
*DOMENICO BALDUINO Canepa 5th August.
*SINGAPORE Pizzarello 2nd September.
*These Steamers have Superior Accommodation for 1st and 2nd class Passengers and
carry a Doctor and Stewardess.
For further Particulars as to Freight Passage, &c., apply to

CARLOWITZ & CO.,
Agents.

731a

SETTING UP OF DISTILLERIES
Rice—Corn—Sugar-cane, etc.
PRODUCTION OF EXTRA-NEUTRAL ALCOHOLS
SETTING UP OF
Liquors Factories—Preserves Factories
Laboratories of Druggists—Essences Factories
STEAM KITCHENS
ECROT & ORANGE, rue Mathis, PARIS
Apply to Messrs. Dodwell & Co., Ltd., Hongkong.

EVERY CONSUMPTIVE

suffers greatly from extreme exhaustion and emaciation. There is no vitality, and recovery cannot be expected until the system has strength to fight the disease.

Scott's Emulsion

is the most natural and most effectual remedy in the world for all phases of Throat and Lung Diseases. It stops coughing, relieves local inflammation, overcomes the excessive wasting of the system; and gives flesh and strength. Its many uses in building up the system are due to its remarkable nourishing properties. Sold by all Chemists.

Sole Agent for Hongkong and the Empire of China—WATKINS & Co., Hongkong.

WORTH A GUINEA A BOX.

BEECHAM'S PILLS

FOR ALL
BILIOUS AND NERVOUS DISORDERS
SUCH AS
SICK HEADACHE, CONSTIPATION,
WEAK STOMACH,
IMPAIRED DIGESTION,
DISORDERED LIVER,
AND FEMALE AFFECTIONS.
ANNUAL SALE SIX MILLION BOXES.
50 Cents per Box.

Prepared only by the Proprietor—
THOMAS BEECHAM, St. Helens, England.
SOLE AGENTS for HONGKONG and the
EMPIRE OF CHINA—
WATKINS & CO.,
APOTHECARIES' HALL, 66, Queen's Road,
Central, Hongkong.

SERRAVALLO'S

FERRUGINOUS QUININE.

THE GREAT AUSTRIAN TONIC

OF

PERUVIAN BARK AND IRON.

Over 300 Medical Certificates notifying its
great STRENGTH-GIVING PROPERTIES and at
the same time being of all
EXQUISITE TASTE.

Sole Agents for Hongkong—
A. S. WATSON & Co.

Hongkong, 1st September, 1899.

THE LEADING CATERERS

COMPARE OUR

MENU BILLIARD TABLES and

LIQUORS to all others.

THE GRILL ROOM.

Hongkong, 1st September, 1899.

JAPANESE PHOTOGRAPHER,
M. MUMEYA.

HIGH CLASS PORTRAITURE IN ALL STYLES.

ENLARGEMENTS up to 9" x 4"

Choice Collection of Coloured Local Views,

Costumes, Japanese Albums of every

Description with Gold and

Cherry Lacquered

Covers in Several Sizes.

All descriptions of work done for Amateur

Photographers and a SPECIALITY MADE OF

DEVELOPING FILMS IN THE SUMMER.

NOTE: Films are very liable to dissolve

during development in a tropical climate, but

by using the special developer supplied by this

studio, this danger is obviated without the use

of ice.

No. 88, Queen's Road Central,

(Opposite the Marine House),

Hongkong.

3rd June, 1899.

733a

MITSUBISHI KAISHA.

No. 6, Ice House Street, Praya Central.

Head Office—TOKIO.

Branch Office—

LONDON, NEW YORK, BOMBAY,

SINGAPORE, SHANGHAI, TIENTSIN,

NEWCHANG and all Ports in JAPAN.

Agents.

Milki Coal Mines.

Ohmura Coal Mines.

Kanada Coal Mines.

Tokyo Marine Insurance Co., Limited.

Meiji Fire Insurance Co., Limited.

Imperial Government Paper Mills, Japan.

Cotton Cleaning and Wkg. Co., Shanghai.

Onoda Cement Company, Japan.

Kanagatani Cotton Spinning Mill, Japan.

The Mito Cotton Spinning Mill, Limited.

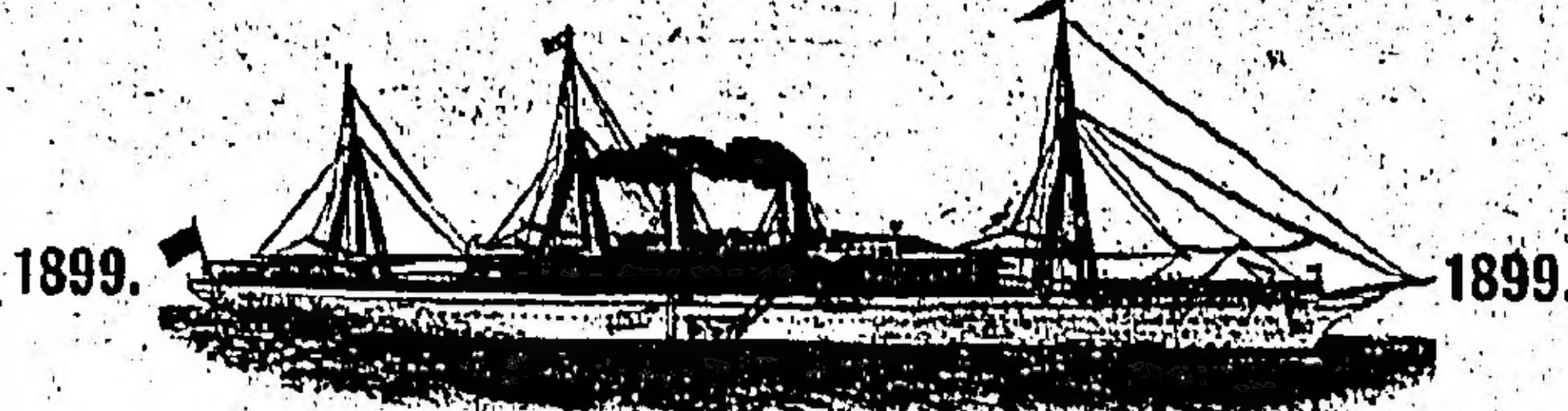
Tokyo Cotton Spinning Mill, Japan.

Hayashi Clock Factory.

Hongkong, 11th December, 1896.

45

Mails.

CANADIAN PACIFIC RAILWAY COY'S
ROYAL MAIL STEAMSHIP LINE.

SAFETY SPEED PUNCTUALITY

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA
AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.)
Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.

EMPRESS OF INDIA...Comdr. O. P. Marshall, R.N.R...WEDNESDAY, 28th June, 1899.
EMPRESS OF JAPAN...Comdr. Geo. A. Lee, R.N.R...WEDNESDAY, 19th July, 1899.
EMPRESS OF CHINA...Comdr. R. Archibald, R.N.R...WEDNESDAY, 9th Aug., 1899.

THE magnificent Twin-screw Steamships of this Line pass through the famous INLAND
SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER
(B.C.) in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey, and
make connection at Vancouver with the PALATIAL TRANS-CONTINENTAL TRAINS
of the CANADIAN PACIFIC RAILWAY which leave daily, and cross the Continent FROM
THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made
at Montreal, Quebec, Halifax New York and Boston with all Trans-Atlantic Lines, which
passengers to Great Britain and the Continent are given choice of.
Passengers Booked through to all principal points and AROUND THE WORLD.
Return tickets to various points at reduced rates, Good for 4, 6, 9 and 12 months.
SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval,
Military, Diplomatic and Civil Services, and to European Officials in the Service of China and
Japan Governments.

The attractive features of the Company's route embrace its PALATIAL STEAMSHIPS,
(second to none in the World), the LUXURIANCE OF ITS TRANS-CONTINENTAL
TRAINS (the Company having received the highest award for same at recent Chicago World's
Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY
through which the Railway passes.

THE DINING CARS AND MOUNTAIN HOTELS of this route are owned and operated
by the Company, and their appointments and Cuisine are unexcelled.

For further information, Maps, Guide, Books, Rates of Passage, &c., apply to
D. E. BROWN, General Agent,
Paddy's Street.

Hongkong, 7th June, 1899.

TOYO KISEN KAISHA.

TO SAN FRANCISCO, VIA INLAND SEA
OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

HONGKONG MARU (via Shanghai, Naga-
saki, Kobe, Inland Sea, Yokohama and
Honolulu) Saturday, 8th July,
at Noon.

NIPPON MARU (via
Shanghai, Nagsaki,
Kobe, Inland Sea,
Yokohama & Hono-
lulu) Thursday, 3rd Aug.,
at Noon.

AMERICA MARU (via
Shanghai, Nagsaki,
Kobe, Inland Sea,
Yokohama & Hono-
lulu) Tuesday, 29th Aug.,
at Noon.

THE Steamship

"HONGKONG MARU"

will be despatched for SAN FRANCISCO, VIA
SHANGHAI, NAGASAKI, KOBE, IN-
LAND SEA, YOKOHAMA and HONO-
LULU, on SATURDAY, the 8th July, at
Noon, taking Freight and Passengers for
Japan, the United States, and Europe.

Steamers of this line pass through the IN-
LAND SEA OF JAPAN, and call at HONO-
LULU, and Passengers are allowed to break
their journey at any point en route.

Through Passage Tickets granted to England,
France, and Germany by all trans-Atlantic
lines of steamers, and to the principal cities of
the United States or Canada. Rates may be
obtained on application.

Passengers holding through ORDERS TO
EUROPE have the choice of Overland Rail
routes from San Francisco including the
SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION
PACIFIC, DENVER and RIO GRANDE, and
NORTHERN PACIFIC RAILWAYS; also the
CANADIAN PACIFIC RAILWAY on payment of
£4 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND
CITIES in the United States have between
San Francisco and Chicago, the option of the
SOUTHERN PACIFIC, CENTRAL PACIFIC,
UNION PACIFIC, DENVER and RIO GRANDE,
and other direct connecting Railways and from
Chicago to destination the choice of direct
lines.

Particulars of the various routes can be had
on application.

Special rates (first class only) are granted to
Missionaries, members of the Naval, Military,
Diplomatic, and Civil Services, to European
officials in the service of China and Japan, and
to Government officials and their families.

Through Bills of Lading issued for trans-
portation to Yokohama and other Japan Ports,
to San Francisco, to Atlantic and Inland Cities
of the United States, via Overland Railway, to
Havana, Trinidad, and Demerara, and to ports
in Mexico, Central and South America, by the
Company's and connecting Steamers.

Freight will be received on board until 4
P.M. the day previous to sailing. Parcel
Packages will be received at Office until 5 P.M.
same day; all Parcel Packages should be
marked to address in full; value of same is
required.

Consular Invoices to accompany Cargo des-
tined to points beyond San Francisco in the
United States should be sent to the Company's
Office in Sealed Envelopes, addressed to the
Collector of Customs at San Francisco.

For further information as to Passage and
Freight, apply to the Agency of the Company,
Queen's Building.

J. S. VAN BUREN, Agent.

Hongkong, 13th June, 1899.

1310

Hotel.

WINDSOR HOTEL,
HONGKONG.

STRICTLY FIRST CLASS.

PASSENGER ELEVATOR from EN-
FRANCE HALL to each floor. BOARD
and LODGING.

MONTHLY RATES GIVEN NOW.

J. BOHM,
Proprietor & Manager.

Hongkong, 28th April, 1899.

12

THE PENINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY.

STEAM FOR
STRAITS, CEYLON, AUSTRALIA, INDIA,
ADEN, EGYPT, MEDITERRANEAN
PORTS, PLYMOUTH AND LONDON.
(Through Bills of Lading issued for BATAVIA,
PERSIAN GULF, CONTINENTAL and
AMERICAN PORTS.)

THE Steamship

"NUBIA"
Captain C. C. Henning, R.N.R., carrying Her
Majesty's Mails, will be despatched from this
for MARSEILLES and LONDON (DIRECT),
on SATURDAY, the 24th instant, at Noon,
taking Passengers and Cargo for the above
Ports.

NO TRANSHIPMENT.
Parcels will be received at this Office until 4
P.M. the day before sailing. The Contents and
Value of all Packages are required.

Shippers are particularly requested to note
the terms and conditions of the Company's
Bills of Lading.

For further Particulars apply to
H. A. RITCHIE,
Superintendent.

Hongkong, 13th June, 1899.

NORTHERN PACIFIC
STEAMSHIP COMPANIES.

VIA SHANGHAI, INLAND SEA, KOBE,
AND YOKOHAMA.

PROPOSED SAILINGS FROM
HONGKONG.

FROM VICTORIA, B.C. AND TACOMA.

IN CONNECTION WITH

NORTHERN PACIFIC RAILWAY CO.

Victoria... 3,592 J. J. Pantou... July 4.

Tacoma... 2,811 A. Dixon... July 29.

Glebe... 3,750 J. J. McGilivray... Aug. 8.

Olympia... 2,837 J. J. Truebridge... Sept. 2.

ALSO.

FOR PORTLAND, OREGON,

IN CONNECTION WITH

OREGON RAILROAD AND NAVI-
GATION COMPANY.

Columbia... 2,976 J. N. Moncur... July 8.

Manawatu... 2,874 W. A. Evans... July 22.

Lenox... 3,677 Williamson... Aug. 19.

Columbia... 2,976 J. N. Moncur... Sept. 23.

THE attention of Passengers is directed to

the very cheap rates offered by the Line,
HONGKONG TO LONDON £47.

Excellent accommodation. First-class Ta-
bles, Doctor and Stewardess carried.

HONGKONG TO NEW YORK £41.

The Railroad travelling is second to none on
the Rocky and Cascade Mountains.

The Yellowstone and NATIONAL PARK route.
Passengers to EUROPE may proceed by one of
the first class ATLANTIC MAIL LINES.

HONGKONG TO LONDON £48.

Rates of Passage to other Points on application.

Special rates allowed to members of Govern-
ment Services.

Through Bills of Lading issued to Pacific
Coast Points, and to Canadian and United
States Ports.

Consular Invoices of Goods for United States
Ports should be in quadruplicate, and one
copy must be sent forward by the steamer to
the Freight Agent, Tacoma, Wash., or Port-
land, Or. (whichever may be the destination of
the Steamer).

Parcels must be sent to our Office (with
address marked in full) by 5 P.M. on the day
previous to sailing.

For further information apply to
DODWELL & CO., LIMITED,
General Agents,
Hongkong, 20th June, 1899.

14

Notice of Firm.

NOTICE.

I HAVE established myself this Day under
the Name and Style of LEOPOLD
SPATZ & CO., as General Merchant Manu-
facturer's Agent and Commission Merchants.
LEOPOLD L. R. SPATZ,
Office: Queen's Road Central, No. 9,
Corner Icehouse Street,
2nd Floor over New Victoria Hotel.
Hongkong, 17th June, 1899.

105a

Mails.

NORDDEUTSCHER

LLOYD.

(Freight Service.)

(Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, LISBON, OPORTO,
LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANT, BLACK
SEA AND BALTIC PORTS; NORTH AND SOUTH AMERICAN PORTS.)

PROJECTED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
AMBRIA	HAVRE and HAMBURG.	5th July.
Bismarck	(LONDON with transhipment in HAMBURG)	Freight.
*SARNIA	HAVRE and HAMBURG.	About 9th July.
Lüthschloss	(LONDON with transhipment in HAMBURG)	Freight and Passage.
D. RICKMERS	NEW YORK.	About 10th July.
Bahle	via SUEZ CANAL.	Freight.

* These Steamers have Superior Accommodation for Passengers and carry a Doctor and a Stewardess.

Calling at NAPLES for Passengers only, if sufficient inducement offers.

For further particulars as to Freight, Passage, &c., apply to

CARLOWITZ & Co.,
Agents.

U.S. MAIL LINE.

PACIFIC MAIL STEAMSHIP CO.

VIA INLAND SEA OF JAPAN AND
HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

City of Peking (via
Shanghai, Nagsaki,
Kobe, Inland Sea,
Yokohama & Hono-
lulu) To-morrow, 22nd June,
at Noon.

China (via Shanghai,
Nagsaki, Kobe, In-
land Sea, Yokohama
and Honolulu) Tuesday, 18th July,
at Noon.

City of Rio de Janeiro
(via Shanghai, Naga-
saki, Kobe, Inland
Sea, Yokohama and
Honolulu) Saturday, 12th Aug.,
at Noon.

THE U.S. Mail Steamship

"CITY OF PEKING,"

will be despatched for SAN FRANCISCO,
via SHANGHAI, NAGASAKI, KOBE, IN-
LAND SEA, YOKOHAMA & HONOLULU;
TO-MORROW, the 22nd June, at Noon,
taking Passengers and Freight for Japan, the
United States, and Europe.

Steamers of this line pass through the IN-
LAND SEA OF JAPAN, and call at Honolulu,
and passengers are allowed to break their
journey at any point en route.

Through Passage Tickets granted to England,
France and Germany by all trans-Atlantic lines
of Steamers, and to the principal cities of the
United States of Canada. Rates may be ob-
tained on application.

Passengers holding through ORDERS TO
EUROPE have the choice of Overland Rail
Routes from San Francisco, including the
SOUTHERN PACIFIC, CENTRAL PACIFIC,
UNION PACIFIC, DENVER and RIO GRANDE,
and the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to
the regular tariff rate.

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LATE HOME NEWS.

To Prolong Life.

STRANGE DISCOVERY OF AN AMERICAN PHYSICIAN.

WASHINGTON. Mr. B. F. Roberts, a reputable physician in a small town in Missouri, announces that he has made a discovery which will prolong life. He has gone to Chicago to carry on his experiments with greater freedom. Mr. Roberts's claim of life is composed of life cells from the lymphatic glands of goats which are transplanted to the human body by hypodermic injection.

Mr. Roberts claims that the accumulation of phosphorus and iron salts in the system and the lack of oxidation in the blood are the causes of old age. The goat injection overcomes these conditions, and restores the system to a normal state. Mr. Roberts does not assert that his treatment will keep people perpetually youthful, but he says it will greatly prolong life.

The Chicago doctors, who have seen some of the experiments, say the use of the injection on men and animals has had wonderful results.

Belgian Village Tragedy.

PRISONERS CONDEMNED TO DEATH.

BRUSSELS.

A murder case tried at the Antwerp Assizes presents some unusually sordid features. The actors in the tragedy were a blind, present farmer who lived in the village of Heyst, his wife, and a farm labourer, the latter a mere lad of twenty-two. The wife became enamoured of the youth, who had been in gaol for a long time, and she had seduced him in January last and strangled him there. The guilty pair attempted to drag the body to the railway line during the night, but were interrupted, and discovery followed. Both prisoners have been condemned to death.

Anarchism and Insanity.

BERLIN.

The relation between anarchism and insanity was discussed at length at a recent sitting of the Freie Wissenschaftliche Vereinigung in Berlin by Professor Mendel. Many Anarchists, said the learned professor, are men of healthy, intelligent mind, but weak-minded creatures, incapable of discovering the cause of their illness in life, and therefore imbued with the feeling of revenge against all mankind. Alcohol and the Anarchist Press, the professor considers, play an important part in the history of deeds of terror.

He proposes that instead of treating Anarchists as criminals they should be consigned to a mad house. The Anarchist who dies on the scaffold spurs them on to the imitation of his crime and the revenge of his execution.

Textile Strike in Austria.

VIENNA.

The strike of 12,000 hands in the textile trade at Brünn has now continued a fortnight. The employers confidently expected that the strike would break down to-day, but the men have not moved. This fight being the test of strength, the men are determined to hold out for many weeks to come, support being expected not only from all parts of Austria but also from abroad.

Sensational Murder Trial.

A RUSSIAN LADY POISONS HER LOVER AND TWO WOMEN.

ST. PETERSBURG, May 16th.

A trial of a woman which excited great local interest, owing to the high position of the accused and the number of crimes laid to her charge, has just been concluded before St. Petersburg District Court. The proceedings lasted three days, and the court-house was crowded to the doors. The prisoner, Maria Merzhvinskaya, of noble rank, was charged with having poisoned her lover and two women from motives of jealousy and further with the kidnapping of a child and the forging of documents and bills of exchange. The accused was found guilty on all the counts mentioned, and sentenced to fifteen years' penal servitude in Siberia and to deprivation of her title of nobility. — Reuters.

The Gordon Memorial College.

The Lord Mayor on the 18th of May received the following letter from General Lord Kitchener of Khartoum:

Headquarters, Egyptian Army, War Office, Cairo, May 14, 1899.

My Lord, — I have just received the intimation that your Lordship has paid into the Gordon Memorial College account the sum of £22,738 5s. 10d., being the result of the subscription-list at the Mansion-house your Lordship so kindly opened last November.

In very sincerely thanking your Lordship and your staff for the trouble and work that has resulted in so important an addition to the college funds, I would also like, if possible, to convey to the subscribers my gratitude for their generosity, which has enabled me to obtain the means to carry out one of the dearest projects of my heart.

I am convinced that the educational advantages thus afforded to the people of the Sudan will make them look on all Englishmen in the future as their benefactors and well-wishers.

From my numerous conversations with the natives on the subject, I can only say their feelings at present are those of absolute amazement at the noble generosity of the British public.

I have the honour to be, my Lord, your Lordship's obedient servant.

The Railway Question in China.

The Marquis of Salisbury presided on Wednesday, May 17th, at the 41st annual dinner of the Railway Benevolent Institution, which was held at the Hotel Metropole. A company numbering nearly 300 noblemen and gentlemen were present, including many distinguished representatives of the railway world. Concerning the railway question in China, the Marquis said: "The railway question is not always agreeable. It is on the brains of all our officials, they always think some foreign Power is going to bring a railway down on the precise spot where they are. I think they seem to imagine a portable rolled-up thing you carry in your pocket, and which as you walk you can lay down. (Laughter.) I have traced in the mind of Consuls and men more lately than Consuls a terror lest some unknown Power will not venture to designate which (laughter) — a going to build a railway which will destroy the British Empire in China. And then there is China. The politics of China are the politics of railways. It is entirely a question of what concessions we shall be able to get out of the Chinese Government, but whether we have any money to make the railway after we have got the concessions is a point we have never carefully examined. (Laughter.) But it is a matter of the most serious and persistent rivalry that we shall, at all events, obtain the right, on paper, to cover the Chinese Empire with railways. I earnestly hope we shall be successful, and that those who undertake it will succeed. They will have a great experience of bridge-making when they have succeeded (laughter), and I have no doubt that it will be very beneficial."

to the interests of the Empire at large (Cheers).

Affairs in China.

In reply to Mr. J. Walton (York, W.R. Barnley) in the House of Parliament on May 18th, Mr. Brodrick said: The railway from Peking to Hankow will enter the area referred to as the basin of the Yang-tze in the Anglo-Russian Agreement at the point in the province of Honan where it crosses the watershed of the Yang-tze.

In answer to another question by Mr. J. Walton, Mr. Brodrick said: As already stated by me in this House, the Yang-tze basin has been defined as the provinces bordering on the river, and Honan and Che-kiang. No delimitation appears necessary.

Mr. Moon (St. Pancras, N.) on behalf of Mr. Verburgh (Chester) asked the Under-Secretary of State for Foreign Affairs whether goods imported into China by rail from Port Arthur and from that portion of Ta-lien-wan which was to be reserved for the exclusive use of Russian and Chinese ships would come under Clause 3, section (H), subsections (c) and (d), of the agreement between Russia and China for the construction of the Manchurian Railway, which provides that goods imported from Russia into China by rail should pay an import Chinese duty to the extent of one-third less as compared with the duty imposed at Chinese seaport Custom-houses, and if destined for conveyance inland, should in such case be subject to payment of transit duty to the extent of one-half of the import duty levied on them, which payment should free them from any additional imports; and whether, seeing that the charge for transit duty, in addition to the 5 per cent. Customs duty on British goods imported into the interior of China through treaty ports was 23 per cent. *ad valorem*, the result of the concession made to Russia would be to give Russian goods imported into China by rail from Port Arthur or the Russian portion of Ta-lien-wan an advantage of 23 per cent. *ad valorem* over British goods imported into the interior of China through the treaty ports.

Mr. Brodrick: Her Majesty's Government are not aware that the Russian Government have claimed for goods which may be imported into China by rail from Port Arthur and from that portion of Ta-lien-wan which is to be reserved for the exclusive use of Russian and Chinese ships the advantage conferred by the subsections mentioned. Inquiry will be made at Peking as to the truth of the report. If those advantages were given to the goods in question the result would be as stated by the hon. member.

Further questioned by Mr. Moon, on behalf of Mr. Verburgh.

Mr. Brodrick said: Her Majesty's Government have not yet heard of the establishment of a police administration of the establishment of a Customs service at Ta-lien-wan, but they await a further communication from the Russian Government.

Mr. Grettton (Derbyshire, S.) subsequently asked the Under-Secretary for Foreign Affairs a question of which he had given him private notice—namely, whether he could give any further information with regard to the demand made by Russia for a concession to construct a railway to Peking.

Mr. Brodrick: We have been making inquiry, but we have not yet been able to ascertain that course it is proposed that the line should follow.

Liptons and Liquor.

"THREE CHEERS FOR THE SHAMROCK."

Sir Thomas J. Lipton addressed a crowded meeting of the shareholders of his company at the Cannon-street Hotel on May 18th. Much enthusiasm prevailed throughout the meeting, the only reserve note being a protest mildly put as to the sale of intoxicating liquors by the company. In moving the adoption of the report Sir Thomas said: that the last time he met his supporters he did not think he made any promises, but he fancied that he stated his belief in the future of the business having greater results in store for the shareholders than had been accomplished in the past. He considered that belief was amply justified, and he thought they might fairly congratulate themselves upon the results of the last year's work. The net profit earned by the company up to March 31st last amounted to £217,720, which showed a very substantial increase on any previous results of the business, being £40,000 in excess of last year. The turnover of the business for the past year had been the largest in its history. (Applause.) As stated in the report, they had built an extension of the company's cocoa factory, and they were also building an additional factory in connection with the new factories were fitted up the company would have the best equipped works in the country for the manufacture and production of the company's various commodities, and would enable them to cope with the increase in trade which the directors looked forward to with confidence. The sum written off for depreciation the directors considered a full and ample allowance under that head. The sum of £4,261 earned prior to the incorporation of the company had been carried to capital reserve account as it was not available for division as profits. It had been said that the company ought to have recommended a larger dividend. Well, it would have been a very simple matter to do that without dividing the profits up to the hilt, but the directors considered that in a business of such magnitude their chief aim should be to place it on a safe and sound basis, and with that view to commence building up a substantial reserve fund. Of course the company had reaped some advantages arising out of the terms of agreement of sale to the company, and from the adjustment of accounts in connection with the old business. These had helped to improve the past year's result, and had caused the directors less hesitation in recommending to set aside such a considerable amount of reserve. In their business they must keep progressing, and continual developments, entailing additional outlay, were necessary; hence their determination to build up a strong reserve fund. They had established what he believed to be one of the largest and most lucrative departments of their business—the wine and spirit branch. This had not been done without difficulty, discouragement, and hindrance, but it had been done successfully. The company were the owners to-day of more than 220 licences in full operation, with power to add to the number. They had obtained suitable and extensive bonded warehouses, so that they were in a position to do an export trade as well as the domestic trade, and he was pleased to be able to say that the department was now in full working order. The initial expenditure in connection with this department had come out of revenue. He thought they were justified in looking forward to this department becoming one of the most important branches of the business.

Commenting upon some criticisms in connection with the wine and spirit licences, the chairman addressed the curious argument that the company's operations in this respect really made the company a public utility, and that the company was a public utility, and that the company was a public utility.

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Suggestion of the secretary, three cheers were given for the "Shamrock."

Professional Sculling Race.

On the Thames on Monday, May 15th, an international sculling race was rowed between T. Sullivan, of New Zealand, who has been resident in this country some years, and W. H. Haines, of Old Windsor, for £2,000. The sculler at one time was the holder of the English championship, and Haines has proved himself the best professional punter in the country for several years, and has also performed well in sculling contests, especially in open boats, which he is able to propel with much speed owing to his great strength. The boats were the best each could get on this occasion, and while Sullivan preferred to row in a boat 25ft. long, his opponent selected one several feet longer. The shorter boat proved the more trustworthy in rough water. The race was from Putney to Mortlake, a distance of four and a quarter miles, and at several landmarks there were plenty of spectators, while afloat there was more than an average crowd. Two steamboats followed, one carrying the umpire, Mr. J. F. Ramsay, but there was little excitement after half the distance had been traversed. It was expected that Sullivan would lead for perhaps two miles, but the supporters of Haines relied on their man's exhibiting superior staying powers and eventually rowing the New Zealand down. However, after a mile had been traversed, Sullivan took a lead and quickly placed the issue beyond doubt. The only fear of his losing was expressed when he had to travel through the fearfully rough water between Chiswick and Barnes, but in this he proved himself a capable waterman. C. R. Harding steered Sullivan and T. Green acted for Haines, each coach occupying the bow seat of an eight-oared cutter. Sullivan scaled 12st. 14lb, being about three pounds the heavier, but he had an advantage in length of reach. He was slightly the better favourer, odds of 5 to 3 being betted on him. The following was the result: Middlesex Station.—T. Sullivan, Battersea, 1. Surrey Station.—W. Haines, Old Windsor, 2.

Considerable time was wasted at the post, the men failing to come to a mutual understanding, but eventually they got off on very even terms. Sullivan at once dashed ahead, and in the first half minute led by nearly half a length, but Haines went up to him very rapidly, and the boats were running level opposite the London Rowing Club. Haines then went in front and so much faster did he travel that at the half-mile mark he was three parts of a length to the good. This state of affairs did not last long, as going up the Concrete-wall Sullivan went up hand-over-hand and was once more in the leading position. By the time Craven Steps (3min. 5sec.) were reached Sullivan had drawn his boat half a length ahead, and directly it became necessary to make the shoot for the Surrey side of the river he drew his boat clear, reaching the mile post in 5min. 5sec., a length and a half first. In the endeavour to obtain the inside of the long horse-shoe bend, Sullivan increased his pace and readily placed two lengths between the boats at the site of Roehampton Villa. This advantage was doubled at Harrold's Wharf, and although Haines spurred pluckily at this point, it did not assist him to any great extent, Sullivan reaching Hammer-smith bridge in 9min. 15sec., nearly six lengths to the good. Rounding the bend into Corney Reach, where they met a "dead nose", and some fearfully rough water, Sullivan wisely hugged the shore, and his boat going through the waves in the better style, he had a lead of 25sec. at Chiswick Church (time, 15min. 32sec.). The conditions were even worse than those for the next half-mile, but Sullivan picked his way carefully till he reached smoother water opposite the Bull's Head at Barnes. There was now no doubt about the result, and the water was breaking over Haines's riggers and into his boat, making his work doubly hard. Sullivan reached the winning post in 26min. 21sec., 36 seconds in front of his rival, which means upwards of a dozen lengths.

Death of Mr. Herbert Lloyd of the "Daily Chronicle."

We have to announce with the deepest regret, the death of Mr. Herbert Lloyd, a member of the firm of Edward Lloyd, Limited, and one of the proprietors of *The Daily Chronicle*, which occurred at Falmouth on the evening of May 12th at eight o'clock. Mr. Herbert Lloyd was educated privately at Brighton, and at the age of twenty-four, being threatened with consumption, he was ordered for his health to South Africa, where he spent nearly five years at Durban. During this period, at first to fill up the time, which naturally hung heavy on his hands, and afterwards with more serious interest, he devoted himself to the study of astronomy, and with such success that he acted for a considerable period as honorary Assistant Astronomer there. His health was completely re-established by the climate, and he returned home cured of the illness which had immediately threatened him. Afterwards he made a prolonged journey round the world, partly for the sake of his health, and partly to investigate the conditions and needs of the export paper trade, an object which he accomplished with remarkably successful and permanent results. He remained for years in charge of the Wholesale Stationery Department of the firm of which he was a member.

Mr. Herbert Lloyd married Christina, daughter of the late Wm. Evans, M.D., F.R.C.S., Inspector-General of Hospitals, Madras Army, and leaves one son.

The funeral of Mr. Herbert Lloyd took place on the afternoon of the 17th May, in Alding-street Church, the funeral procession starting from Crofton and meeting at the house on the way many friends and neighbours who had known Mr. Herbert Lloyd, and who had reason to esteem and love him.

The service was held in Aldington Church, famous for its association with two English Primates, and was conducted in turn by the Rev. P. R. Lloyd, brother of Mr. Herbert Lloyd, the Rev. R. A. Bullen and the Rev. F. G. Grogan, brothers-in-law, and the Rev. R. M. Price, curate of Aldington. The church was filled with representatives of the firm, with Mr. Herbert Lloyd's personal friends, and with a gathering of gentlemen associated with every department of the work carried on by Messrs. Edward Lloyd. Many of these had known Mr. Lloyd from his boyhood, and had come spontaneously to offer their last tribute of affectionate regard.

The principal mourners were Master Peter Lloyd (Mr. Herbert Lloyd's son), Mr. A. H. Evans (Mr. Herbert's brother), Mr. Frank Lloyd, Mrs. Bullen, Mr. F. G. Lloyd, Mr. Frank Lloyd, Miss Dorothy Evans, Miss Evans, Mr. and Mrs. Hartley, Mr. and Mrs. Arthur Lloyd, Mr. and Mrs. Walter Lloyd, Nurse Parker, who nursed Mr. Lloyd devotedly through his long illness, Mr. Harry Lloyd, Mr. MacHae, Mr. C. E. Lloyd, Mr. W. R. Mills.

The Gladstone Memorial.

The Executive Committee of the National Memorial to Mr. Gladstone met on May 12th in London. The Duke of Westminster presided. The Secretary reported that the total amount of subscriptions received and promised was £2,000. A further sum of about £2,000 had been received from various sources, and additional private subscriptions were also being daily received. Mr. Haines Thompson, B.A., was

the official secretary for the London monument has been estimated at £10,000. At a meeting of the Gladstone Memorial Committee at Blackburn held on the same evening, it was stated that the Earl of Aberdeen had consented to unveil the statue of Mr. Gladstone which Mr. Adams-Acland is now engaged upon. Subscriptions to the fund now amount to £2,000.

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THE OSAKA SHOSHEN KAISHA.

FOR SWATOW, AMOY AND TAMSUI.

THE Company's Steamship.

"SUMIDAGAWA MARU."

Captain S. Nankatsu will be despatched for the above route, TO-MORROW, the 22nd instant, at Daylight.

For Freight or Passage, apply to MITSUI BUSSAN KAISHA, Agents.

Hongkong, 21st June, 1899. [798a]

CHINA NAVIGATION COMPANY, LIMITED.

FOR SHANGHAI.

THE Company's Steamship.

"SHANSI."

Captain Chinnagham will be despatched as above TO-MORROW, the 22nd instant.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 19th June, 1899. [803a]

THE "MOGUL" LINE OF STEAMERS.

FOR SHANGHAI, KOBE AND YOKOHAMA.

THE Steamship.

"BRAEMAR."

Captain will be despatched for the above ports, on FRIDAY, the 23rd instant.

For Freight or Passage, apply to DODWELL & CO. LIMITED, Agents.

Hongkong, 15th June, 1899. [795a]

THE EAST ASIATIC CO. LIMITED.

FOR MARSEILLES, COPENHAGEN AND ST. PETERSBURG.

THE Company's Chartered Steamship.

"NORDHAVET."

Captain Olsen will be despatched as above on or about SATURDAY, the 24th instant.

For Freight, apply to ARNOLD, KARBORG & Co., Agents.

Hongkong, 15th June, 1899. [771a]

OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL.

THE Company's Steamship.

"IXION."

Captain Nish will be despatched on TUESDAY, the 27th instant.

For Freight, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 12th June, 1899. [787a]

OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL.

THE Company's Steamship.

"TANTALUS."

Captain Thompson will be despatched as above on TUESDAY, the 4th July.

For Freight, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 17th July, 1899. [852a]

"GLEN" LINE OF STEAM PACKETS.

FOR LONDON, VIA SUEZ CANAL.

THE Steamship.

"GLENLOCHY."

Captain McGregor will be despatched as above on FRIDAY, the 7th July.

For Freight or Passage, apply to MCGREGOR BROS. & GOW, Agents.

Hongkong, 20th June, 1899. [814a]

SHEWAN TOMES & CO.'S "NEW YORK" LINE.

FOR NEW YORK VIA SUEZ CANAL.

THE New Steamship.

"YANGTZE."

H. Allen, Commander, will be despatched for the above Port, on SATURDAY, the 29th July.

For Freight, apply to SHEWAN, TOMES & Co., Agents.

Hongkong, 12th June, 1899. [785a]

Consignees.

PACIFIC MAIL STEAMSHIP COMPANY.

NOTICE.

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"CITY OF PEKING."

The above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for Counter-signature, and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

J. S. VAN BUREN, Agent.

Hongkong, 15th June, 1899. [1]

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Hongkong, 17th May, 1899. [664a]

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Hongkong, 15th May, 1899. [195a]

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For full particulars &c., &c. Apply to W. STUART HARRISON, Manager.

Hongkong, 18th January, 1898. [133]

F. CA

